ARRIVAL AIRFIELD OPERATIONS

1. Introduction

An integral part of maritime pre-positioning force (MPF) operations is the movement by air of certain elements necessary to prepare for the arrival of the maritime pre-positioning ships squadron (MPSRON). This lesson provides students with information concerning arrival airfield operations during the arrival and assembly phase of an MPF operation.

2. The Air Movement Group (AMG)

The following agencies and organizations are part of the air movement group:

a. Survey, liaison and reconnaissance party (SLRP). Notionally, the SLRP should arrive in the arrival and assembly area (AAA) by 0-9.

b. The advance party, which

(1) arranges for reception of the main body in coordination with the tanker airlift control element (TALCE).

(2) consists of the arrival and assembly operations group (AAOG), arrival and assembly off-load elements (AAOEs), landing force support party (LFSP), navy support element (NSE), and security elements to provide protection.

c. The main body,

(1) which comprises the balance of the forces, less the flight ferry, remaining to be moved after the SLRP and advance party have deployed.

(2) which is flow sequenced to support off-load, arrival, and assembly operations.

(3) whose flow is relatively uninterrupted to permit expeditious arrival and assembly.

d. The flight ferry, which is responsible for movement of the Marine Air-Ground Task Force (MAGTF) self-deploying aircraft.

3. Characteristics and Capabilities of Military and Commercial Aircraft Types Planned for MPF Operations

a. Military cargo aircraft

(1) C-5 Galaxy

(a) Designed to transport outsized or overweight cargo
(b) Drive-through capability
(c) Passengers:

1 Normal contingency: 73

2 Cargo compartment: 267
3 Grand total: 340 passengers (329 passengers over-water).

(d) Pallets: 36
(e) Allowable cabin load (ACL): 130,000 pounds (normal planning; ACL may vary).

(2) C-141B Starlifter

(a) Primary strategic deployment aircraft
(b) Passengers: planning factor (153 over water)
(c) Pallets: 13
(d) Allowable cabin load: 46,000 pounds (planning figure).

(3) KC-10 Extender

(a) Dual purpose

1 Primary air refueler
2 Cargo and passenger aircraft

(a) Cargo carried on upper deck
(b) Fuel tanks in lower compartments of the fuselage

(b) Passengers: 69
(c) Pallets: 17-24 (most common); 24 maximum
(d) Allowable cabin load: 80,000 pounds (planning figure).

(4) C-17 Globemaster III

(a) Replacement heavy to medium lifter
(b) Passengers: 102
(c) Pallets: 18
(d) Allowable cabin load: 90,000 pounds (planning figure); 171,500 maximum.

b. Civil reserve air fleet (CRAF). A voluntary program of cooperation between the U.S. government and U.S. commercial airlines wherein the Department of Defense (DoD) is guaranteed availability of commercial transportation in wartime in exchange for DoD cargo and passenger contracts in peacetime.

(1) Activation (activated in three stages):

(a) Phase I. Commander, U.S., Transportation Command, authority with approval of the Secretary of Defense (SECDEF); 45 aircraft in 24 hours; minor contingency.

(b) Phase II. Commander, USTRANSCOM, authority with approval of SECDEF; 180 aircraft in 24 hours; major contingency.

(c) Phase III. SECDEF issues the order only after the President or Congress declares a national emergency. Five hundred aircraft in 48 hours; full national mobilization.

(2) Aircraft

(a) Boeing B-747

1 Five cargo-carrying and passenger versions
2 Passengers: 364
3 Pallets: 33 to 42
4 Allowable cabin load: 180,000 pounds

(b) L-1011

1 Passengers: 238 to 273
2 Pallets: 0 ("belly-stuffer")

(c) DC-10

1 Cargo or passenger variant
2 Passengers: 242
3 Pallets: 30 to 35
4 Allowable cabin load: 120,000 pounds

(d) MD-11

1 Cargo or passenger variant
2 Passengers: 320
3 Pallets: 35 to 41
4 Allowable cabin load: 170,000 pounds

(e) DC-8

1 Cargo or passenger variant
2 Passengers: 165 to 219
3 Pallets: 13 to 18
4 Allowable cabin load: 52,000 to 82,000 pounds

(f) B-707

1 Cargo or passenger variant
2 Pallets: 13
3 Allowable cabin load: 60,000 pounds.

c. MPF airlift requirements. MAGTF of 17,644 personnel. NSE personnel is more than 1,000.

4. Organization for Arrival Airfield Operations

a. Tanker airlift control element (TALCE)

(1) Established by the U.S. Air Force Air Mobility Command (AMC) to support airlift operations.
(2) Maintains operational control over all Air Force airlift units and airlift aircraft.
(3) Controls, coordinates, and reports airlift operations at the arrival airfield.
(4) Advanced echelon (ADVON) deploys ahead of the main TALCE.
(5) ADVON coordinates with the SLRP to obtain necessary support.

b. Arrival Airfield Control Group (AACG)

(1) Task organized around a nucleus provided by the Landing Support Detachment of the MAGTF combat service support element (CSSE) for smaller MAGTFs.

(2) Controls, coordinates, and associates off-loaded equipment of airlifted units.

(3) Structured and manned to provide 24-hour continuous operational support of multiple aircraft.

(4) Deploys as part of the advance party.

c. Airfield coordination officer (ACO)

(1) Coordinates the following functions with the AACG and TALCE:

(a) Ramp allocation and aircraft parking
(b) Air traffic control
(c) Non-AMC organic support identified by the TALCE ADVON
(d) Fuel storage and dispensing
(e) Crash fire rescue
(f) Allocation of facilities and real estate
(g) Flight clearance
(h) Airfield improvement
(i) Navigational aids
(j) Arresting gear
(k) Airfield lighting.

5. Arrival Airfield Operations

a. Conducted in two distinct areas of responsibility:

(1) Off-loading ramp area

(a) TALCE area of responsibility
(b) Purpose: an area for air traffic control, aircraft parking, and off-load operations
(c) TALCE functions:

1. Control aircraft traffic.
2. Control aircraft parking and provide a parking plan to the AACG.
3. Coordinate the removal of all equipment, supplies, personnel, and dunnage from the aircraft and ramp area.
4. Provide and operate material handling equipment (MHE) and special off-loading equipment in accordance with applicable directives and agreements.
5. Establish communications with the AACG.
6. Advise the AACG of changes in operations.
7. Release planeloads to the AACG at the established release point.

(2) Holding area

(a) AACG area of responsibility

(b) Purpose: an area for the AACG to receive and process planeloads for release to deployed unit

(c) May be subdivided into an assembly and inspection area and holding area.

(d) AACG functions:

1 Assemble and inspect planeloads for completeness.
2 Provide minor services (e.g., fuel, minor maintenance, messing).
3 Establish communications with unit areas.
4 Establish temporary storage areas.
5 Release planeloads to deployed units.
6 Ensure aircraft pallets, nets, and tie-down equipment are returned to the TALCE.
7 Coordinate transportation with the LFSP.
8 Provide transportation loading assistance.
9 Record and report arrival of plane teams and flight ferry increments to the LFSP.
10 Notify the LFSP of changes to arrival schedule.

b. Planning considerations

(1) Designation of off-load ramps and holding areas will be accomplished jointly by the TALCE and AACG.

(2) Holding areas should be established sufficiently clear of the off-load ramps to avoid congestion and to facilitate loading of passengers and equipment for transportation to assembly areas.

(3) Facilities should be established close to the holding areas for medical support and messing if required.

(4) Facilities should be established for AACG and TALCE support:

(a) Command and control
(b) Communications
(c) Billeting and messing.

(5) Plane team organization will be retained until the teams are reunited with their parent organization.

(6) Sufficient MHE must be located at the arrival airfield, as well as the unit assembly areas, to facilitate throughput.

(7) Airfield security.

(8) Specialized loading equipment includes the following:

(a) K-loader
(b) Cochran loader
(c) Stairways
(d) 463L pallet.